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27 February 1996

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS *

(Revision 2, including the amendments entered into force on 16 October 1995)

Addendum 15: Regulation No. 16

Revision 3 - Amendment 3

Supplement 6 to the 04 series of amendments - Date of entry into force: 18 October 1995

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SAFETY-BELTS AND RESTRAINT SYSTEMS FOR ADULT OCCUPANTS OF POWER-DRIVEN VEHICLES

UNITED NATIONS

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*/ Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

GE.96-20889

Paragraphs 2.9.4.1. and 2.9.4.2., amend to read:

"2.9.4.1. Deceleration of the vehicle (single sensitivity).

2.9.4.2. A combination of deceleration of the vehicle, movement of the webbing or any other automatic means (multiple sensitivity)."

Footnote 1/, pertinent to paragraph 5.4.1.1., amend to read:

"... 24 (vacant), 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30-36 (vacant) and 37 for Turkey. Subsequent numbers ..."

Insert a new paragraph 6.1.4., to read:

"6.1.4. The use of materials with properties of polyamide 6 as regards water retention is prohibited in all mechanical parts for which such a phenomenon is likely to have an adverse effect on their operation."

Paragraph 6.2.5.3.1., add the following text at the end:

".... In the case of a single sensitivity, according to paragraph 2.9.4.1., only the specifications regarding deceleration of the vehicle are valid."

Paragraph 6.2.5.3.1.5., add the following text at the end:

".... However, this requirement need not be met in the case of a retractor with multiple sensitivities, provided only one sensitivity is dependent on an external signal or power source and the failure of the signal or power source is indicated to the driver by optical and/or acoustical means."